

2022 Initial Report

Clean Fuels Program - Credit Revenue Forecasting of State Transportation Investments

JONATHAN OLDS, SENIOR POLICY
SPECIALIST FOR CLIMATE CHANGE

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CFP - Credit Revenue Forecasting of State Transportation Investments

Directives in RCW [70A.535.050](#):

- Forecast credit revenue likely to be generated from state transportation investments funded in an omnibus transportation appropriations act
- Report annually, beginning November 1, 2022
- Include preferred reinvestment strategy

Initial report is based on the draft rule released for public comment on July 18th, 2022

Report is available on-line: [2022 Clean Fuels Program – State Transportation Investment Credit Revenue Generation Forecast](#)



Eligible State Transportation Investments

Omnibus Transportation Appropriation Act investments with potential to generate credits:

- Zero emissions vehicle fueling infrastructure (electric and green hydrogen) grants.
- Transit infrastructure grants that result in the conversion to lower carbon intensity fuels (electric, hydrogen or propane fuels).
- Electrification of the state ferry vessel fleet.

Potential Credit Generating Entities

Table 1. Credit generators by eligible transportation appropriation investment type

Investment Type	Primary Credit Generators	Secondary Credit Generators	Other Eligible Credit Generators
Zero emissions vehicle fueling infrastructure (non-residential)	Owner of electric charging or hydrogen fueling equipment	Utility or designated aggregator	Backstop aggregator
Electrification of transit infrastructure	Transit agency operating the system	Utility or designated aggregator	Backstop aggregator
Conversion of transit infrastructure to hydrogen or propane fuels	Owner of fueling equipment	Designated aggregator	Backstop aggregator
Electrification of the state ferry vessel fleet	WSDOT	Utility or designated aggregator	Backstop aggregator

Credit Revenue Forecasting Process

Step 1 - Identify investment value per credit eligible investments from the Omnibus Transportation Appropriation Act.

Step 2 - Determine amount of equipment programmed or forecasted to be installed based on funding level. Factor inflation into estimate.

Step 3 - Determine forecasted total kilowatts of electricity or megajoules of hydrogen fuel dispensed per year per site or grant recipient program.

Step 4 - Use Clean Fuels Program credit calculating methodologies to determine forecasted credits.

Step 5 - Work with Ecology to determine advance crediting.

Step 6 - Estimate forecasted revenue based on credit market.



Next Steps

1. Contract consultant support
 1. Forecasting methodology and tool development
 2. Drafting 2023 report
 3. Creation of list of most impactful transportation electrification programs and project types for decarbonizing the transportation sector (RCW [70A.535.080](#))
 4. Developing tools for tracking and reporting on GHG Reductions from CCA Investments (RCW [70A.65.300](#))
2. Data collection from early adopters and other available sources.
3. Determine reinvestment prioritization criteria and preferred reinvestment strategy.
4. Coordinate program development and implementation with state agency partners.
5. Update Ferry System Electrification Plan and determine energy economy ratio for ferry vessel.
6. Seek FTE for ongoing management of credit revenue forecasting and reinvestment prioritization work.

Questions?

For additional information on the
Clean Fuels Program, please contact:

Jonathan Olds

(360) 338-2069 or Jonathan.Olds@wsdot.wa.gov.